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Hongkong, 27th January, 1910. [364]

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Hongkong, 21st September, 1905. [432]

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No. 5, Queen's Road, Central, Victoria, under
the Style or Firm of "VERNON & SMYTH",
has been dissolved and the Interest and
Responsibility of the undersigned JOHN
YARLEY VERNON VERNON in the said Firm
has ceased as from the 31st March, 1910.
All debts due to and owing by the late Firm
of VERNON & SMYTH will be received and paid
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who will continue to carry on the said business
under the Style or Firm of "VERNON & SMYTH".
Dated the 1st day of April, 1910.
J. Y. VERNON.
F. SMYTH.

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Hongkong, 21st February, 1910. [316]

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Hongkong, 8th June, 1906. [84-168]

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Hongkong, 26th October, 1906. [545]

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Hongkong, 24th July, 1905. [a563]

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Hongkong, 16th April, 1910. [a542]

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Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

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THIS Hotel is under European manage-
ment and most strict supervision as to
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All comforts of a home.
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[a213] THE MANAGER.

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(25)

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MARRIAGE.

On Tuesday, April 19th, by Sir Pelham
Warren, K.C.M.G., at H.B.M.'s Consulate-
General, Shanghai, and afterwards at the Holy
Trinity Cathedral, by the Rev. A. J. Walker,
M.A., EDWIN QUEBELL COOPER, son of Samuel
Quibell Cooper, of Lincoln, England, to MAR-
GARET ANN (MADON), daughter of Joseph
Simpson, of Carlisle, England, and widow of
the late Edward Collinson, of Lons Gardens,
Kennington, London. (No cards.)

DEATH.

At the Victoria Nursing Home, Shanghai,
on the 19th April, John Youngs Gould, aged 64.HONGKONG OFFICE: 10A, DES VERT ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 26TH, 1910.

NINETEEN hundred and nine was memorable
for its demonstrations in aerial navigation,
proving that the attempts, protracted over
centuries, to secure the conquest of the air
would shortly culminate in one of the
grandest achievements attained by man in
his struggle to harness the forces of nature
to his own use, and nineteen hundred and
ten, though only a few months old, has
already seen eclipsed those wonderful per-
formances which last year fascinated the
world and opened up new vistas to
even the most prosaic. Yesterday our
imagination was stirred afresh by two
cablegrams enlightening us with regard to
two important aerial events at home. One
referred to the sailing of three dirigible
balloons from Cologne to Hamburg, a
distance of close upon two hundred miles,
which afterwards engaged in a series of
evolutions in combined order. The other
message referred to was an attempt being
made by a British aviator to win one of the
several big prizes for the long-distance

flight from London to Manchester, but un-
fortunately to-day's telegraphic advices
inform us that he had to abandon the
venture through encountering a gale which
damaged his aeroplane.

Giving some attention to the first and
more important, message, it helps to bring
to mind the fact that Germany has pro-
ceeded on practically independent lines in
experimenting in aviation and aeronautics,
and, while most other countries are seeking
to attain greater perfection with heavier
than air machines, she is develop-
ing theories and attaining practical results
with dirigible balloons, which provide daily
surprises to the world. The picturesque
figure of COUNT ZEPPELIN is still the centre
of interest, and his spectacular success of
last year, when his craft as long as a bat-
tleship flew 800 miles without a stop, still
holds the public imagination. Since then
there has been nothing so sensational as this
aerial squadron of three dirigibles flying two
hundred miles and then engaging in a series
of manoeuvres, which must have suggested
far-reaching possibilities to the onlookers.
The sight would, perhaps, more than any-
thing the world has yet witnessed, enable
spectators to visionise future methods of
travelling and to conjure up the benefits
and happiness which should follow in its
train, and it would also induce others to
forecast the new terrors added by aerial
warships during periods of international
hostility. But, while we cannot refuse to
realise the uses to which these inventions
may be applied in time of war, there seems
little need to allow that prospect to become
a sort of nightmare, because, even if the
danger of invasion through the air were
real, warfare, though still cruel, is now-
days conducted according to rules, which,
as in sport, decide what is fair and what is
foul.

In aerial construction Germany is ahead
of any other country. Her airship budget
is more than that of France, the
nearest competitor in expenditure, but,
according to recent advices from
Home, the latter country is to spend
£800,000 on airships this year. General
Brenn, the Minister for War, explained his
attitude in these words: "I am firmly
resolved," he said, "to give the army all
the means of aerial locomotion available to
take advantage of every forward step in the
building of both aeroplanes and airships, and
to secure a picked aeronautic personnel,
convinced that in so doing I shall be work-
ing for the good of the army and the country."
It is interesting to add that the
Senate passed a vote of confidence in the
Government. Though comparatively little
is said about the subject in Great Britain,
there are indications that the military
authorities are quietly experimenting in
various parts of the country. Despite the
remarkable performances of the aeroplanes,
it is not regarded in Britain, nor in Ger-
many, as an efficient offensive weapon of
war, and British military aeronautical policy
adheres to the dirigible. Much time has
been wasted in discussions on the respective
merits of the rigid and non-rigid type of
dirigibles, but there seems to be an agree-
ment of opinion now that both are necessary
in war time—the former for operating from
a base, and the latter to accompany an army
in the field, because it is easily deflated and
packed up.

Turning to the more pleasant side of
aerial navigation, we learn that Germany
has inaugurated an aerial passenger
service between certain towns, and
latest news from Berlin contains the
statement that four new dirigibles of the
Parseval type are being constructed at
Bitterfeld. One is designed for airship cruises
around Munich, the second will initiate at
Whitsuntide similar excursions in the
vicinity of the capital, the third is designed
for use by the Berlin members of the Im-
perial Automobile Club as an aerial yacht,
and the fourth is intended to inaugurate
passenger cruises at the Brussels Interna-
tional Exposition. America is determined
not to lag behind in the aerial race, and
from New York comes the announcement
that a series of flights by dirigible from New
York to London by way of the Pacific and
across Siberia is under contemplation.
Whether this be a flight of fancy or a
serious proposition remains to be seen.

The conquest of the air is now half
achieved. Like other contrivances and dis-
coveries, it has advanced step by step—one
man transmitting the result of his labours,
at the time apparently useless to his
successors, who took it up and carried it
forward another stage—but the airship was
nothing, however, until it emerged from
the state of theory and was taken in
hand by practical mechanics and aeronauts.
What a story of patient laborious
investigation, difficulties encountered and

overcome by diligence and application,
failures turned to good account, and
matchless courage and resource in un-
known elements of danger, is woven
round the development of that wonderful
vessel. In the remote ages it was
deemed impossible for men to fly, but the
Middle Ages found some original thinkers
holding different beliefs, and the idea of
Albert of Saxony, the monk who in the
seventeenth century first conceived the idea
of floating through the air, was elaborated
later by a Portuguese Jesuit. After a series
of whimsical speculations and sober ex-
periments, the first aerial voyage was suc-
cessfully accomplished near Paris in 1783 by
MONTGOLFIER, but no substantial advance was
recorded in ballooning until the latter part
of the last century. Progress is certain to be
more rapid in the coming years, and with many
ingenious minds labouring in the throes
of invention, it would be unwise to attempt
even the most general prophecy of what
the future holds for the civilised people of
the earth.

The s.s. *Minnesota* is in dock at present for
certain internal repairs.

The French gunboat *Decide* arrived here
yesterday from the South.

Major-General Broadwood inspected the
Shanghai Volunteers on Saturday last.

Lieut. W. Lewison, R.G.A., has been selected
to proceed to China, to study the language of
the country.

The second case of plague this season, which
was imported, was notified yesterday from New
Market Street.

The British Squadron is gradually leaving
these waters. Only the *Monmouth* and the
Astron remain. The latter takes H.E. the
Governor North on Saturday.

For trespassing on the servants' quarters at
Dr. Forsyth's residence, Kowloon, five Chinese
were fined \$3 apiece by Mr. E. R. Hallifax at
the Magistracy yesterday.

At the meeting of the Sanitary Board to be
held this afternoon the reply from the Govern-
ment relative to covering over the service
reservoir at Bowen Road will be read.

A typhoon warning, received by the American
Consulate-General yesterday from Manila
Observatory, stated: Manila, April 25th, noon.
Cyclone or typhoon west of Luzon, more than 100
miles distant, moving W. N. W. or N. W.

The return of communicable diseases notified
as occurring in the Colony during the week ended
April 23rd shows one case of plague and one of
small-pox (Chinese), both fatal, and two cases of
paratyphoid fever (Portuguese and Chinese).

Forged five-dollar banknotes are now largely
circulated in Indo-China. A Saigon newspaper
says that they are very good imitations of the
genuine article. The counterfeiters, however, show
differences in weak colouring and in the inferior
quality of the paper.

Th case in which a Chinese was charged
with murdering a countryman in a quarrel at
the Quarry Bay Dockyard concluded before
Mr. E. R. Hallifax at the Magistracy yester-
day, when the accused was committed for trial
at the Criminal Sessions.

Two natives were committed for trial by Mr.
J. R. Wood at the Magistracy yesterday on a
charge of robbery. The defendants are alleged
to have opened a godown at No. 20, Wing Wo
Street with duplicate keys, and taken eleven
cases of fancy goods valued at \$1,160.

Ninety-six boxes of cigars and 200 empty
boxes bearing a false trademark of the Oriental
Tobacco Company were, by order of Mr. J. R.
Wood at the Magistracy yesterday, handed over
to the Oriental Tobacco Co., the shopkeeper
from whom they were seized having left the
Colony.

Penang municipal commissioners have decided
to further extend the electric tramways as
follows: From Penang Road terminus, along
Chulia Street, to Penang Street, at a cost of
\$15,000. It is estimated that maintenance
expenses will be 19 cents per car per mile per
passenger, and the revenue 25 to 30 cents in the
same ratio.

The new office-bearers of the Institution of
Shipbuilders and Engineers are: Chairman,
Mr. J. Ormiston; Vice-chairman,
Mr. J. Ormiston; Committee, Messrs. Craik,
Jack, Richardson, Harman, Dabriel, Murphy,
Morris, McCubbin, Von Reigen and Smiles;
Hon. Treasurer, Mr. R. Hunter; Hon. Librar-
ian, Mr. E. E. Rigoll.

The action of the Governor-General in send-
ing away from the Philippine Islands, at the
request of the Imperial Chinese Consul-General,
on or about the 19th day of August, 1909, the
twelve persons of the Chinese race, and subjects
of the Emperor of China, has been approved
and in all respects declared legal, and not subject
to question or review by the Philippine
Assembly.

The death of Mr. John Youngs Gould, which
occurred at Shanghai, on April 18th, was
invested with particularly sad circumstances.
He was to have sailed on the 22nd inst. by the
Kitano Maru for Home, but the grim reaper
interfered, and his many friends in the
Settlement are left to mourn one who was
generally beloved. A man of the strictest in-
tegrity, and of a cheerful, sociable disposition,
his loss will be sorely felt, especially among the
Masonic fraternity, in which he held the office
of Tyler in several lodges.

SUPREME COURT.

Monday, April 25th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOMPERTZ (PUISSAN JUDGE).

CLAIM FOR MONEY LENT.
Bagen Singh, a watchman from Yaumatei,
brought action against Tsoung Kwai Sang and
Lo Pak Tsung to recover \$100 due for money
lent, and \$24 interest.

Mr. J. H. Gardner, who appeared for the
plaintiff, said Mr. Harris was representing the
defendants, but as he was not present he did
not know whether he was any longer in-
structed.

His Lordship said it was usual for a solicitor
to write in when he had no further instructions.
Mr. Gardner—I understood he was coming
in this morning to consent to judgment.

Plaintiff was called and gave evidence as to
lending the money claimed at four per cent. per
month. Two months' interest had been paid,
and six months' was still due.

His Lordship entered judgment for plaintiff
for the amount claimed and interest.

FOREIGN ATTACHMENT.

Douglas Graham sued the Ying Cheung
Loong to recover from the defendants the sum
of \$437.11 acceptors of a bill of exchange for
\$33,144 and interest at the rate of six per cent.
per annum, dated 6th January, drawn by Hills,
Monke & Co., payable sixty days after sight
to the Chartered Bank of India, Australia and
China, and endorsed by the plaintiff. The said
bill was duly presented to the defendants for
acceptance on February 3rd, and was accepted
by them on that date. It was presented for
payment on April 7th and dishonoured.

Mr. W. E. L. Shenton (of Messrs. Deacon,
Looker & Deacon), who appeared for the
plaintiff, stated that the writ in this matter was
issued on April 8th, and a writ of foreign
attachment was applied for, the firm pre-
sumably having closed; anyway, the partners
were not to be found in their place
of business. The writ was granted and the
furniture seized. It was now in the hands
of the bailiff. Mr. Shenton put in as exhibits
advertisements which appeared in the *Govern-
ment Gazette* and the *Hongkong Daily Press*
concerning the writ of foreign attachment.

Leung Tin Kwai, comrade to the plaintiff,
gave evidence as to the amount due, and stated
that the bill of exchange had been presented
for payment and was dishonoured. Defendants
were also indebted to plaintiff in the sum of
\$47.05, for goods sold and delivered.

Mr. F. Howell, chief bailiff, stated that the
writ of foreign attachment was left in his
hands on April 8th. He was unable to find any
representative of the defendant firm on the
premises, so a Registrar's order for seizure was
made, and witness took possession of the property.

His Lordship entered judgment for plaintiff,
with leave to issue execution against the
property.

SOLDIERS' CLUB BILLIARD

TOURNAMENT.

The match between the 83rd Co. R.G.A. and
the Staff and Department in the third round
of this tournament concluded last week, the
result being a substantial win for the Staff. The
last two players for the Staff, Clissold and Winn,
scored easy wins over Hemmings and Mills, the
last representatives of the 83rd Co. The result
is as follows:—

STAFF & DEPARTMENTALS		83RD CO. R.G.A.	
Condr. Smith...	246	Cpl. Hemmings...	250
Capt. Lyndon...	247	Cpl. Halliday...	250
Sgt. Huskinson...	250	Cpl. Goodall...	245
Col. Winkley...	250	Sgt. Skott...	201
Private Froukes...	129	Sgt. McCartney...	250
Captain Murray...	244	Gr. Wetherell...	250
Pte. Lashbrook...	250	Gr. Taylor...	211
Capt. Baker...	250	Lt. Bagnall...	124
Clissold...	250	Hemmings...	137
Winn...	250	Mills...	168

To-night the R.G.A. Mess meet the
Volunteers.

"KWEIYANG" ASHORE.

Information reached the Colony yesterday
that the s.s. *Kweiyang* (Messrs. Butterfield
and Swire) was ashore at Okeu, but no details had
arrived as to whether she is damaged or not.
The vessel left Hongkong for Ningpo on Friday
last.

RUBBER NOTES.

There is great activity at present in local
rubber concerns, says the *Stam Observer*. We
hear of Bagnans changing hands at Ts 310, while
Jendaratas can be had for Ts 400, Komkobs are
apparently unobtainable at any price.
Latest dividends declared are:—
Lingli Plantations Ltd., final dividend of
2/- per share,
Selangor Rubber Co. Ltd., final dividend of
3/5 per share.

WEATHER REPORT.

On the 25th at 12.05 p.m.—The barometer
has fallen quickly over Japan, and risen con-
siderably on the E. coast of China.
The depression lying over the latter area
yesterday is crossing the Sea of Japan.
Pressure is high over the Pacific to the East
of the Bonins, and over the Yangtze valley. It
has increased slightly at the stations around
the China Sea.

N.E. and E. winds, freshening, may be ex-
pected in the Formosa Channel and along the
northern shores of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—
Hongkong & Neighbourhood (°) N.E. winds,
Formosa Channel... freshening.
South coast of China between... Same as No. 1.
Hongkong and Lamook... Same as No. 1.
South coast of China between... Same as No. 1.
Hongkong and Hainan... Same as No. 1.
(°) E. winds freshening; fine to cloudy
and misty.

TELEGRAMS.

[Protected by the Telegraph Message
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DAILY PRESS."]

MR. ROOSEVELT IN PARIS.

LONDON, April 24th.
Mr. Roosevelt, at the Sorbonne,
delivered an impressive address on the
subject of "Citizenship in a Republic."
He urged the necessity of keeping the
standard of average citizenship high,
and while paying all homage to in-
tellect he appealed to the brilliant
assemblage present not to forget the
commonplace qualities and virtues,
the will and the power to work and
fight, and to have plenty of children,
as the greatest of all curses was the
curse of sterility.

LONDON TO MANCHESTER
FLIGHT.

LONDON, April 24th.
Mr. Grahame White had to abandon
his flight from London to Manchester
owing to encountering a gale which
badly damaged his aeroplane at
Lichfield.

BIG RUBBER FLOTATION.

LONDON, April 25th.
The prospectus will be issued on
the 27th instant of the United Malay-
sian Rubber Company with a capital
of £2,000,000, of which £400,000 will
be offered for public subscription.

The Board includes Sir P. F.
Cunynghame, ex-Resident of Sara-
wak, Mr. Cornelius Vanderbilt, the
American railway magnate, and Mr.
Robert Goelat.

THE ELECTIONS IN FRANCE.

LONDON, April 25th.
The French elections generally have
passed off quietly. M. Briand, the
Premier, has been re-elected by a
majority of 8,000.

KOWLOON-CANTON RAILWAY.

OFFICIAL INSPECTION BY H. E.
THE GOVERNOR.

On Saturday last H.E. the Governor made a
complete inspection of the British section of the
Kowloon-Canton Railway accompanied by the
Hon. Sir Henry May, the Colonial Secretary,
the Hon. Mr. Chatham, Director of Public
Works, Mr. Clement, Asst. Colonial Secretary;
Capt. Simson, Private Secretary; Mr. Jones,
Asst. D.P.W.; Captain Taylor, A.D.C.; and His
Honour the Acting Chief Justice. The party
were met at Blackhead Wharf by Mr. Lindsey,
C.R.E., and Mr. Baker, District Engineer,
and proceeded by train by the overland
(construction) route as far as Bridge No.
4. Crossing over on foot H.E. again took train
on the other side, passing Bridge No. 8 on a
temporary track laid to one side of the bridge.
With the one exception of bridge No. 4 the
entire journey from Kowloon Point to the
frontier was made by rail. It is expected
that these two bridges will be completed within
a month or two. From a point a short way
beyond bridge No. 8 to the mouth of the tunnel
the party were conveyed on one of the two new
engines which have just been erected by
Mr. Evans. About a mile from the
north end of the tunnel Mr. Logan,
District Engineer of the section, joined the party
and the distance from here to Tai-po was over-
come on trolleys. At the Tai-po station H.E. and
party with other guests were entertained at
lunch by Mr. Lindsey, after which the whole
party proceeded by train to the frontier and
back. The return journey was made by trolley
from Tai-po to Lok-lo-ha, and thence by trolley
and rail to Tai-kok-lai, where the Governor's
lunch was waiting at 6.30 p.m. H.E. ex-
pressed great satisfaction with the progress
made since his last visit and congratulated the
C.R.E. and his staff on the excellent work
done.

BANDMANN OPERA COMPANY.

Though the weather was not conducive to
indoor entertainments the Bandmann Opera
Company have established such an excellent re-
putation and "The Arcadians" has created such
a favourable impression that a good house wel-
comed the artistes last night on their return
to the colony. Their production of the charming
play was all that could be desired, and the
pleasing music, exquisite scenery and laughable
episodes, with Harry Cole in good form, con-
tributed to one of the most entertaining nights
ever passed by a Hongkong audience.
To-night "Our Miss Gibbs" will be staged,
and the short season will conclude with "The
Dollar Princess," Thursday night's performance
having to be abandoned as the company proceed
to Shanghai that day.

SHIPPING NOTES.

The s.s. *Minnesota* will inaugurate the Great
Northern Steamship Company's departure in
calling at Manila on her way to Japan and
America. She sails from here on May 3rd.

The Java-China-Japan Steamship Company
has ordered a new steamer to be built at the
Shipbuilding Company Fyfeord at Rotter-
dam. The liner must be ready in May, 1911,
and will have a length of 420 ft., a breadth
of 54 ft., and a depth of 30 ft., with a speed
of 11½ knots. The steamer must measure 8,030
register tons, and the engines will have a
capacity of 2,000 h.p.

The Secretary of the Imperial Merchant
Service Guild has just received a communi-
cation from Captain J. Peters, of the s.s.
Hatunet, who rendered such signal services
in rescuing—under circumstances of a very
perilous nature—the greater portion of those on
board the wrecked steamer *Lima*. It is
understood that the Guild are putting forward
the circumstances of Mr. Nicholson's heroism
in the proper quarter. The communication
states that from the time Mr. Nicholson first
came alongside the *Hatunet* until the time
he met his death, never for a
moment did his courage waver. He was
every inch a hero, and worked from beginning
to end with an amount of zeal which had there
been any laggard, would have roused in them
every atom of manhood and energy they
possessed. He is now beyond the reach of
earthly reward, but never was the highest
award for valour more nobly won than was
won by him.

From details of the wreck of the *Pericles* it
appears that the vessel struck a rock with
her bows, three miles south of Cape
Lesauvin, in fine weather. She was supposed to
be lying in nineteen fathoms of water. A
number of the passengers were entirely without
money, and all their luggage and the mails
were lost. After the ship struck the women
behaved splendidly, and by their coolness and
courage averted all chances of a panic. The
captain stated that the *Pericles* was on a course
he had travelled many times before, and he
believes that the disaster was due to the vessel
striking an uncharted rock seven and a half
miles from the shore.

The suggestion that an age limit should be
imposed on passenger shipwreckers out of the
loss of the Isle of Man boat, the *Ellan Vannin*,
which was half a century old. An inquiry was held
by the Board of Trade into the causes of the dis-
aster, and the Court could find no evidence that
the vessel was in any way defective as regards
either hull or equipment. On the contrary,
there was testimony that substantial sums had
been spent in keeping the *Ellan Vannin* in good
and seaworthy condition. The catastrophe, it
was considered, was attributable to weather of
quite exceptional violence, such as might have
had equally serious consequences in the case of
a more modern steamer. Thus the demand for
an age limit does not appear to be carried very
far by the loss of the *Ellan Vannin*. If, as is
stated, the question is to be discussed indepen-
dently of a particular instance, then the argu-
ment seems to start at a considerable disadvantage.
From a shipbuilder's point of view an age limit
for the passenger vessels which he builds would
doubtless be desirable, since it would probably
mean a little more work for him. But the
owner's interests have also to be considered.
Why, he may well ask, should he be compelled
to scrap his vessel at a particular age, irre-
spective of her condition, when railway com-
panies, for example, are left with a free hand
in regard to their rolling stock? By what standard,
too, is an age limit fairly applicable to all
types of passenger steamers to be arrived at?
It appears to be forgotten that in the greater
economy of new vessels the shipowner finds a
strong inducement to renew his fleet from time
to time, while the ever-increasing demands of
the travelling public operate in the same direc-
tion. All the same, as experienced travellers
know, the older boats have often the most
weatherly qualities.

The *Olympic*, the first of the Leviathan liners
which Messrs. Harland & Wolff are building
for the White Star Line, is to be launched in
October. At present, however, the arrange-
ments for depenning the approaches to South-
ampton, the port from which these big vessels
are to run, remain incomplete. The White
Star Line holds that an existing depth of 35ft.
at low water is insufficient to admit of the free
passage of the big liners at all times. It asks
for 35ft. The Southampton Harbour Board
express itself willing to do the necessary dredg-
ing if the White Star Line will agree to pay
£2,000 per annum for a period of years, and this
in addition to ordinary dues. To this proposition
the White Star is understood to demur. Thus
a question of considerable importance is raised,
namely, whether a steamship line which proposes
to confer, not merely additional prestige, but sub-
stantial commercial benefits upon a port, should
be called upon to contribute specially towards the
regulate improvement of that port. Possibly
there is a feeling that, because Southampton
is inevitably marked out as the port for the
Olympic and the *Titanic*, the harbour authority
occupies a strong position, and can afford to
be just a little dictatorial. On the other hand,
if bargaining of the type suggested were
successful, a rather disquieting precedent would
be set. It is understood that between two and
three millions of capital are involved in the
construction of the two White Star liners.
This suggests an expenditure sufficiently costly
in itself, apart from the prospect of an annual
contribution towards the cost of dredging. Moreover,
the proposal involves the acceptance of a vicious
principle that ships of deep draught should be
penalised because they require more water than
others. A notion which discourages builders
from constructing big, economical ships repre-
sents the worst possible policy on the part of
any port that claims to be progressive.

[WRITTEN SPECIALLY FOR THE HONGKONG
DAILY PRESS.]

THE Channel has heard of endless schemes for a bridge between London and Dover. The tunnel will never be extended so far as Calais is concerned. The building of a bridge between Dover and Calais is a matter of English; there remains the ferry problem.

THE TOBACCO BILL.

to sink without making any effort to swim

AN ADMIRAL MEMOIR

FRANCO-GERMAN RELATIONS

KAIHER'S FIRST MOVE.

Here are some significant lines on the duty France and England :

Channel, and the Western Mediterranean.
TACTICS OF THE FLEETS.

land and Japan, and of good harmony between Japan and our ally and, lastly, the outlet of the Russian fleet into the Mediterranean, would be the surest guarantee of the world's peace. A powerful fleet

LATEST STEAMER MOVEMENTS

The L.G.M. str. *Derflinger*, carrying German Mails with dates from Berlin on 6th inst., left Colombo on the 23rd instant and may be expected here on or about the prox.

The T.K.K. str. *Nippon Maru* left Yokohama on the 25th inst., and is due here on the prox.

The Silt exp. C.P.R. str. *Empress of India* which left here on the 26th ultimo, arrived New York on the 22nd inst.

The T.K.K. str. *Chiyo Maru* arrived from San Francisco on the 22nd inst.

A CHINESE ACCOUNT.

A Peking telegram states that the Prince Regent, on receipt of the news, commanded the Grand Council to order the provincial authorities to take all precaution against further troubles, as the people in Hunan province are turbulent and pugnacious.

From a missionary resident in Changsha at the time of the outbreak the *N.-C. Daily News* received through the courtesy of the China Inland Mission the following interesting account of the riots:

The gathering outside the South gate on Wednesday afternoon had come together by mutual agreement between people and officials for the purpose of discussing the situation caused by the high price of rice, especially in view of the unexpected pronouncement on the part of the Governor that he did not consider one hundred cash a *sheng* too expensive. Rice at sixty cash a *sheng*, it may be noted, rules as a very high price. Feeling ran high at this callous indifference on the part of the Governor towards the welfare of the people, but nothing untoward happened

until the Police Tootal arrived on the scene and ordered the arrest of some of these present. The people resented this act and attacked the Tootal, hit the men arrested were taken under guard to the prison, the crowd, rapidly increasing in proportions of a formidable mob, following them. They surrounded the Governor's residence, and in their determination to reach H. B. Tsh Chum-chung, part of the building was damaged.

A religious service was held in the Mission grounds that evening, and there was nothing to indicate that any special trouble was brewing, although it was known that the people were agitated by the scarcity of rice and the events of the day.

the day. At 10 a.m. during Thursday night the inmates of the China Inland Mission were aroused by the soldiers forming the permanent guard attached to each Mission in Changsha. They were told that a mob had already attacked the Norwegian Mission ten minutes earlier. I was coming to them next. The Chinese mob today was decided upon. It was a large mob, and it reached the church before the missionaries had even been cleared away by a buck door. They were then greeted by some of the rioters, and might have fared badly if a cry had not been raised that more missionaries were left inside the building. Their pursuers left them to turn their attention to the Mission, and the missionaries made good their escape. One of the rioters, a Chinese named Chou Hun, who was by the iron gate, was shot dead. The rioters, originating in Yangtze riots of 1911, were given life sentences. Here they established themselves in the officials' quarters and remained till the morning. At six o'clock the city seemed quiet again, and as their escort

reported the Mission deserted, the missionaries made their way back to view the wreckage of their station. The rioters had done their work thoroughly; practically everything was smashed to pieces or strewn about and scattered. At breakfast of some food was secured, brought from the kitchen of a native Chinese brought word that the rioters were once more on the move and were going to set fire to the foreign quarter again. Once more an exodus had to be effected, this time with any portions of clothing that might have been rescued from the debris. The missionaries went straight to the river. They were taken across by a boatman named S. Siangtan. Shortly after noon various buildings were fired. The Siangtan dropped down the river a short distance and all the refugees who were going to the I Ching that night were transferred to the I Ching. Some of the refugees felt that they were leaving Changwo, which left at about midnight.

Some anxiety was experienced regarding the fate of the missionaries left behind, and at present little is known as to how they fared in the riots.

A SAD ACCIDENT.

An unfortunate accident marred the progress of the steamer *Yachow*. As she was proceeding Thursday night under full steam up the Yangtze she collided with a junk, and the latter, being without lights, was being navigated without lights. Three tonstaries are reported to have been drowned, their nationality being given as German. Vice-Admiral Sir Alfred Winslow, who is in port, has informed Herr von Buri, Consul General for Germany, of the sad mishap, the latter has received no further confirmation of the incident. As far as is known

there were only eight German missionaries Changsha, members of the Liebenzuel Mission, which is associated with the China Inland Mission, and all these have been reported missing, and sound at Hankow, with the exception of Herr C. Wohlbecker and Herr O. Hollander, who were to remain on board the "China Navigation" steamer until the last party of foreigners left the port. The German missionaries, however, say that three American missionaries are missing, and it is possible that these may be the victims of the junk disaster.

According to the latest advices, confirmed reports received by the China Inland Mission, the situation around Changsha is far encouraging, and the position is regarded as some anxiety.

The fifty-sixth ordinary general meeting of the shareholders of this company was held on March 30th on the Bank premises at 32, Bishopsgate-street Within, London, under the presidency of Sir Montagu Cornish Turner, the chairman.

THE BALANCE-SHEET.

Reference to recent balance-sheets as compared with the statement laid on the table to-day will show a considerable and appreciable decrease under the heading of loans, advances and bills discounted; nearly the whole of this is in connection with our trade in the Far East. In regard to India, we have maintained our normal level of business. As confirmatory evidence of my statement I refer to the figures given in the Board of Trade returns for 1907 and 1908, and 1909, showing the relative value of exports from Great Britain to the Far East. A regard to the value of manufactured goods exported from Great Britain in 1907 amounted to £12 millions sterling; in 1908 these values fell to 9½ millions, and in 1909 there was a further decline to the extent of three-quarters of a million sterling, so that in the two years the value of the exports from Great Britain to China, excluding Hongkong, decreased by nearly three-and-a-half millions sterling. So also in the case of Japan, the shipments from Great Britain in 1908 and 1909 were some £1 million less than in 1907. These figures are below the statistics for 1907. These figures speak for themselves, and I think, are ample proof to account for the decreased earning-power of this bank and other kindred institutions doing business in the Far East.

I am glad to say that markets both in China and Japan are in a healthy condition and somewhat more normal condition, and, in the ordinary course of events, it may be looked for better times. But it must be remembered that the present high price of cotton is an adverse factor to the extension of Lancashire trade with the East and prices adjust themselves or until the price of the raw material comes down to a normal level.

As regards India, I am glad to say that we have very satisfactory accounts with reference to the crops. The wheat crop we may expect to be practically a bumper crop unless anything unforeseen and unexpected happens in the next six weeks. There will also be excellent seed crops, and with good crops in India we should have a good demand for European imported goods in the fall of the year.

INDIAN CURRENCY MATTERS.

Turning to currency matters in connection with India, it is gratifying to note that the financial members of the Council, Sir Guy Pleydell-Beloe, in his recent Budget speech at Calcutta, spoke as follows:—"As the result of the heavy demand for remittances to finance revived export trade, the Secretary of State, in addition to satisfying all the requirements of his Home Treasury, to be able to reconstitute the gold standard reserve by the end of March 1904 143 millions; that is, to repay to it the whole of the gold which had to be withdrawn in 1898 in support of exchange."

An open secret that has been anticipated has become more than realized. In fact, I believe that the new standard reserve fund is now on the same level as it was before the drainings on this fund commenced in 1898.

Indian currency scheme has been severely tested since the autumn of 1897, and that it has successfully withstood the stress of bad trade and consequent adverse trade balances is a source of congratulation to the Secretary of State and Indian in Council and all those responsible for efficient working. Then, after giving credit to the future working, after giving credit to the reserve, Sir Guy Pleydell-Beloe's statement is spoken for. I trust that the Council, as well as the large and important community who are vitally interested in such matters, will find these arrangements and in the actions of the Government during the last two years no certain proof of the determination of those responsible for the Government of India to uphold the gold value of the rupee."

This pronouncement will be welcomed by those interested in Indian trade and finance (hear, hear)—and we must thank Lord Macmillan and his financial advisers for having acted promptly in the past and for this declaration of a bold and unfaltering policy in the future. We must also hope that the gold standard reserve will not be kept at 20 or even 52 millions sterling but sensibly increased as opportunity offers in time to time and as experience dictates.


CHANGES ON THE BOARD AND IN TH

Gentlemen, during the past 12 months we
 had considerable changes in the coun-
 cil directors and in the management of this
 bank. Much to our regret, Mr. Henry Novillo Glad-
 stone that, owing to pressure of business, he
 was unable to continue a director of this bank.
 Subsequently we lost by death our very
 able and efficient director, Mr. J. L. L.
 colleagues and dear old friend, Mr. J. L. L.
 who passed away on the 10th inst. I
 have to say that with the very brief illness
 which he suffered from, he was able to
 following resolution at a court meeting he
 July 23 last:—"The directors desire to
 record their sense of the great loss sustain-
 ed by the death of their esteemed friend and col-
 league, Mr. Emilio Levista, and the high value
 placed upon the services rendered by him for the
 period of 37 years during which he was
 connected with the bank as a director.
 Personally, the directors feel that by the
 loss of Mr. Levista they have lost a kind and
 friend. He will be greatly missed from
 meetings, where his unflinching cour-
 age, temper, and honourable and generous dispo-
 sition proved most helpful in their delibera-
 tions. Gentlemen, I think that those words con-
 vey the feelings of the shareholders as well as
 the directors in regard to the loss of our very

I may also mention that since I wrote
words we have lost a very good old friend
valued adviser by the death of Mr. Joseph
Linsaker, the senior partner in the firm of
Linsaker & Co. We owe a great deal
advice and good counsel and help in many
and particularly so during the time that we
in treaty with the Government for the ex-
of our charter. You will notice from the
to-day that the charter has been extended
30 years. Personally, I feel that I have
very good, clear, and valued friend by the
of Mr. Joseph Addison.

Until 8 Years Old—Face First Affected, Then Body—Eyes Almost Hidden—Legs a Mass of Humour—Clothes Stuck Fast to Flesh—Parents Fought Disease in Vain.

ANOTHER GREAT CURE EFFECTED BY CUTICURA



"At the age of three months I first commenced to suffer from eczema which started on the forehead and spread as a red patch. This gradually broke out in spots and in time spread all over my face. Various remedies were tried, but without success. Then commenced treating according to the doctor's orders, but not much good was done. After a few months of this, the disease began to spread all over my face and neck. I felt sure that at this stage my eyes would be affected, but to my surprise, like looking into two holes, as the spots were so bad. Eventually the disease left my face only to break out in patches on my arms, legs, neck, chest, hands, feet and soles, and in fact any thing that was recommended.

"This trouble went on until I was eight years old. At that age my parents decided to give me a haircut. The condition I was in must have been extra bad, as they tell me they had to peel my shirt from my back as they cut my hair. I was so sore and swollen with eczema from the inside to the outside of my body that I was in pain. My stockings used to stick every day morning and I had to pull them off. When they had to be pulled off along with the skin, it was so painful that I was crying from scratching the sores. The first night Cuticura was used I slept all night which was a thing I had not done for some time. I used Cuticura in the morning, some immediately and after using three sets of Cuticura Soap, Ointment and Resolvent I was practically cured. I used Cuticura Soap for some time and it was quite free of the trouble and my skin clear again. This is twenty years ago now and I have never suffered since. George A. Gibson, 355 Madison Street, Chicago, Ill., June 14, 1908."

49-13
Cuticura Remedies are sold throughout the world
a single set often cures. Depots: London, 27, Chancery
Square; Paris, 6, Rue de la Paix; Australia, 1,
Town & Co., Sydney; So. Africa, Lennox, Ltd.
Cape Town, etc.; U. S. A., Potter Drug & Chem.
Corp., Boston. ~~Post-free~~ Post-free from London depot.
Free sample of Cuticura, with book on the skin.

The count of directors have elected Mr. W. H. N. Goschen, of Messrs. Fröhling & Goschen, to a seat on the board, and I need not say how much we appreciate Mr. Goschen's advent to our ranks. In the management of our head office Mr. Olof Lewné has been the senior manager for nearly 40 years, and he has been at the bank, after nearly 40 years' service, since this institution. By his unflinching courtesy and genial manners Mr. Lewné had made himself popular with all with whom he had been brought into contact both inside the bank and without, and we must all sincerely desire that Mr. Lewné may be spared many years to enjoy the honourable post which he has so well earned after a life of busy and energetic life entirely devoted to the service of this bank. (Applause.) To the senior manager of this bank, (hear, hear.) Mr. Thomas H. Fraser, is now our senior manager, Mr. Thomas Fraser joint manager, and Mr. W. E. Preston, lately manager of the Calcutta Agency, has been appointed sub-manager.

It will be noticed that the figures in the balance sheet under the heading of bank premises and furniture at the head office and branches show a considerable increase on the amount appearing in our previous statement. The difference is mainly accounted for by the expenditure in connection with the acquisition of our new premises in London, Yokohama, Kaula Lumpur, and Bangkok, the full cost of which, as well as the cost of acquiring premises at Colombo and Yokohama and the cost of building new premises at Kaula Lumpur and Bangkok, now appears in the accounts. New office premises in London, Yokohama, Kaula Lumpur, and Bangkok were also necessary for the carrying on of our business, and the Colombo directors deemed it advisable to avail of an opportunity afforded them of purchasing the building we had rented for a great many years, and which, had we refused the offer, would have passed into other hands. It is hardly necessary for me to remark that the market value of our premises far exceeds the figure at which they stand in our books.

There is also another item in the statement to-day to which I would draw your attention and that is the wording of the expenses of management, including income-tax on directors' fees. That, gentlemen, has, I believe, caused a little comment, and I would explain that the reason for this appearing to-day is that from time to time memorial income-tax has been paid on the directors' fees; but it was found that curiously enough, we had omitted to get the direct sanction of the shareholders for this when the matter was last before them some four or five years ago, and therefore we have to-day to ask you to confirm or pass a resolution, which I shall propose presently, to make this lawful with retrospective effect. I will now conclude by proposing "That the report now presented, together with the balance sheet and profit and loss account, be approved and adopted."

accepted. Sir Siffo, C. Cunningham, K.C.I.E., briefly expressed his pleasure at seconding the motion.

The Chairman—Before I put the resolution I will ask if any shareholders wish to make an remarks. If so, they will kindly do so now.

Mr. H. M. Ross.—I think that we shareholders may well congratulate the directors of the bank upon their emerging successfully, if with some loss, what diminished profits, from the tremendous times of the last two years. I am fairly satisfied that the Chairman, I read some time since, said that shareholders, as a class, are not very grateful and are not satisfied; when things are good they take too much for granted without gratitude, and when things are bad they blame the directors. I think every one in this room will join with me in repudiating that as being applicable in any way to shareholders in the Chartered Bank of India.

I hope our acknowledgments will always be grateful and that our criticisms will always be sympathetic. Two classes of your anxiety have fortunately disappeared—your anxiety about the return—he one by the return propriety to Indian agriculture, and the other by the re-establishment at its old figure of the gold standard reserve. It is reassuring to read and to hear you read, from the Budget statement of the Indian Finance Minister that the Government have at last arrived at a clear resolve, and on the whole, well-considered policy for maintaining the gold standard and applying exchange. This is of great importance.

(Continued on page 5.)

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33, Telephone No. 12.

Telegraphic Address: Press Office: A.B.O. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship "RIVER CLYDE."

FROM HONGKONG,
ON THURSDAY, the 5th MAY,
FOR VANCOUVER DIRECT.

To be followed by
OCEANO ... 11th June.
KUMERIC ... 5th July.
AMERIC ... 25th July.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,
Hongkong, 26th April, 1910. [564]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 27th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 25th April, 1910. [14]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Cargo will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd May, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd. Agents.

Hongkong, 25th April, 1910. [565]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.
Leading Articles.
The Finest Site in the Colony.
The Deposed Dalai Lama.
Political Confusion.
The Customs Crisis.
The Press of China.
The Customs Deadlock.
Death of Mark Twain.
The Woes of a President.
Random Reflections.
The Governor of Harbin.
Death of Consul-General Rublee.
Rear-Admiral Lyon.
Church Missionary Association.
Hongkong University.
The Post Office Rush.
Plague Scare at Amoy.
Supreme Court.
Chasing a Pirate Fleet.
Canton News.
Macao Notes.
Opium Cases.
The Policemen Dog.
The Governor's Departure.
Raising the Price of Opium.
Huphoing to Hongkong.
Teaching the Chinese in Hongkong.
Company Report:
The Hongkong Electric Co., Ltd.
The Weihaiwei Land and Building, Co., Limited.
The Chinese Engineering and Mining Company, Limited.
The Suiwan Murder Trial.
Foreign and Native Police in Conflict.
Correspondence:
China and Opium Suppression.
Halley's Comet.
The Explosion at Kobe.
Kulungen (Amoy) Municipal Council.
Shipping Hints in the Straits.
Local Sports.
Far East Telegrams.
A Resourceful Rogue.
The Customs Deadlock.
Commerical Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each.

"1" Cash for three copies. 96s.
Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong 26th April, 1910.

PUBLIC COMPANIES

HALL & HOLT, LIMITED.

NOTICE IS HEREBY GIVEN that the 18th ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office of the Company, No. 14, Naunking Road, Shanghai, on THURSDAY, the 28th April, 1910, at 4 p.m. to transact the ordinary business of the Company.

NOTICE IS ALSO HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office of the Company, No. 14, Naunking Road, Shanghai, on THURSDAY, the 28th April, 1910, immediately after the Ordinary General Meeting, to consider and if thought fit to pass the following Resolutions:-

1.-That the Capital of the Company be increased to Mexican \$500,000.00 by the creation of 7,000 additional ordinary shares of Mex. \$20.00 each, ranking for dividend and in all other respects pari passu with the existing Ordinary Shares in the Company.

2.-That the Directors be and they are hereby authorized to allot such newly created issue at par among the existing Members of the Company as to so much as may be applied for, so that each Member shall be entitled to apply for one Share of the new issue for every three Shares already held by him (no issue will be made for a fractional number) and that the amounts payable on such New Shares so applied for should be paid to the Company at such times as the Directors shall appoint.

3.-That the Directors be authorized to dispose of any shares unapplied for by a Shareholder under the time appointed to each person or persons and upon such terms as the Directors may think fit.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a subsequent Meeting of which due notice will be given.

The TRANSFER BOOKS of the Company will be CLOSED from April 19th to 23th, both days inclusive.

By Order of the Directors,
E. PALMER, Secretary.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 30th April, 1910, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1910, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th April, 1910, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1910. [533]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. N. S. 2484 dated Hongkong 1st April, 1898, for Ten Shares, numbered 59365 to 59374 inclusive, and Certificate No. N. S. 2323 dated Hongkong 14th October, 1898, for Fifty Shares numbered 9230 to 9239, 56849 to 56858, 57302 to 57306, 65545 to 65546, 66448, 61160 to 61163, 47486 to 47495 inclusive, all registered in the name of MANUEL SANCHEZ DE VIZCARRA Y LECARON, have been LOST or STOLEN, and should those Certificates not be produced to the Bank before the 30th April, 1910, new Certificates for the Shares will be issued and the aforesaid Certificates Nos. N. S. 2484 and N. S. 2323 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st April, 1910. [479]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42385 to 42394 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of JOSEPH MANUEL MUE of HONGKONG have been LOST. NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER, Secretary.

Hongkong, 22nd April, 1910. [558]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATES Nos. 2795/6 for Ten Shares, \$100 paid up, numbered 5105 to 5110, 5111 to 5115 respectively standing in the Register in the name of MRS. GEORGE CHAMBERS MUE, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced to the Society on or before the 15th July, 1910, NEW CERTIFICATES for the said Shares will be issued, and the old Certificates thereafter to be held by the Society as Null and Void.

By Order of the Board of Directors,
JAMES WHITTALL, Acting Secretary.

Hongkong, 23rd April, 1910. [559]

報新外中港香

CHUNG NGOISAN PO

(Chinese Daily Press),
PUBLISHED DAILY.

Is the oldest and still immovably the best Advertising Medium among the Native Community.

Established for over FIFTY YEARS.
Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong; 121, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

ENTERTAINMENTS

THEATRE ROYAL, HONGKONG.

RETURN VISIT OF THE

BANDMANN

No. 1

OPERA CO.

TO-NIGHT! TO-NIGHT!

"OUR MISS GIBBS"

TO-MORROW (WEDNESDAY), APRIL 27th,

"THE DOLLAR PRINCESS."

Plan of Seats at MOUTRIE & Co.
Prices \$3. \$2 AND \$1.
Commence at 9 p.m. sharp. [543]

CITY HALL.

THE ANNUAL

LIBRARY

CONCERT

IN CONNECTION WITH THE
EUROPEAN Y.M.C.A.

will be held
ON SATURDAY, 30th APRIL,

AT 9.15 P.M.
TICKETS ... \$2.00

BOOKING AT—
Messrs. S. MOUTRIE & Co., Ltd.
Hongkong, 23rd April, 1910. [537]

DOVER. PUPILS RECEIVED BY THE

MISSISS FALLOON. Entire charge if desired. THOROUGH TUITION. Examinations prepared for. Personal supervision. Large House, Good Garden. Terms from £50. Home care. Air free. [521]

NOTICE.

In the GOODS of the late WILLIAM A. LYAH RUBLEE, of Milwaukee, Wisconsin, U.S.A. and Victoria, in the Colony of Hongkong, Consul-General for the United States of America in Hongkong.

PARTICULARS of all Claims against the estate of the above-named deceased should be sent in writing to the Undersigned on or before MONDAY, the 25th inst. Dated 18th day of April, 1910.

STUART J. FULLER,
Vice-Consul General in Charge
American Consulate,
Hongkong.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.
It is a Liquid Food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

SIEMSEN & Co., Agents,
Hongkong.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "

DOCK No. 1.
Extreme Length ... 523 feet.
Length on Blocks ... 513 "

DOCK No. 2.
Extreme Length ... 371 feet.
Length on Blocks ... 350 "

DOCK No. 4.
Extreme Length ... 350 feet.
Length on Blocks ... 330 "

DOCK No. 5.
Extreme Length ... 330 feet.
Length on Blocks ... 310 "

DOCK No. 6.
Extreme Length ... 310 feet.
Length on Blocks ... 290 "

DOCK No. 7.
Extreme Length ... 290 feet.
Length on Blocks ... 270 "

DOCK No. 8.
Extreme Length ... 270 feet.
Length on Blocks ... 250 "

DOCK No. 9.
Extreme Length ... 250 feet.
Length on Blocks ... 230 "

DOCK No. 10.
Extreme Length ... 230 feet.
Length on Blocks ... 210 "

TO LET

TO LET.

King's Buildings.
OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1910. [89]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, new 5-Roomed Houses.

Nos. 71, WYNDHAM STREET, ROOMS, in Nos. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.

No. 3, LES VŒUX VILLAS, PRINCE NEWLY DONEP.

Nos. 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheap rental.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, 5 ROOMS.

No. 9, BEACONSFIELD ARCADE (Shop), BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.

PREMISES at SHAMBER, CANTON, lately in occupation of the Canton Kowloon Railway.

LADDEROCK, No. 9, Conduit Road, from 1st May, 1910.

FOR SALE.—Tob. Cases, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINTHARD & DAVIS,
3rd Floor, Alexander Buildings,
Hongkong, 11th April, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1910. [68]

TO LET.

NEW and COMMODIOUS SHOPS, NATHAN ROAD, KOWLOON. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET.

N. 4, BARROW TERRACE, Kowloon.

Apply to—
SPANISH DOMINICAN ESTATE AGENTS.
Hongkong, 10th March, 1910. [383]

TO LET.

A HOUSE in Wong Nai Chong Road.

GODOWNS, PRATA EAST, formerly occupied by M.B.K.

A HOUSE in Clifton Gardens.

OFFICES in 11, Des Voeux Road Central.

"DAIRYMOOR" No. 13, CONDUIT ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in No. 2, Connaught Road, 3rd Floor.

No. 19, DES VŒUX ROAD CENTRAL, 1st Floor.

OFFICES in TYER BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 14th April, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexander Buildings,
Hongkong, 22nd February, 1910. [151]

TO LET.

N. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1910. [325]

TO LET FROM MAY 1st.

A COMPLETELY FURNISHED APARTMENT in prominent downtown Building. Suitable for Married Couple or Two Bachelors. Can be seen by appointment.

Apply in first instance to—
PARTMENT,
Care of Daily Press Office,
Hongkong, 19th April, 1910. [550]

TO LET.

FIRST FLOOR of N. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

One GODOWN in MASONS LANE.

Apply to—
DAVID SASSOO & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1910. [90]

TO LET.

OFFICES in Des Voeux Road, Central.

Apply to—
Messrs. PIERCE SMITH & BETH,
5, Queen's Road,
Hongkong, 22nd March, 1910. [440]

TO LET

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road, Central,
Hongkong, 3rd March, 1910. [363]

TO LET.

No. 49, POTTINGER STREET.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road Central,
Hongkong, 22nd April, 1910. [555]

TO LET.—MODERATE RENTS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1910. [555]

INSURANCE

NORTH BRITISH AND MERICAN.

TITLE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1909, £19,121,510.

I. Authorised Capital ... £26,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 15th January, 1909. [908]

BANKS

NEDERLANDSCH-INDISCHE

HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capital Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338.99 (£229,528)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRACONS BANK, SWISS BANKYEREN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fire Deposits at the following rates:-

12 months 4 1/2 per annum.

6 do. 5 1/2 do.

3 do. 3 1/2 do.

C. WOLDEINGH, Manager.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

BEWARE OF IMPURE WATER.



"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.
SAFER AND CHEAPER
SOLD BY ALL STORES.
SYPHONS... at \$2.00 each.
BULBS... at 0.90 per box.
WHOLESALE BUYERS:
Can obtain at London prices from
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Voeux Road, Central,
Hongkong.
[81]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM ANTWERP, MIDDLESBRO,
HULL, LONDON AND STRAITS.

THE Steamship
"GLENLOGAN,"
Captain James McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 29th April, at 3 P.M.
All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th April will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 23rd April, 1910. [56]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BORNEO,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
E. A. HEWITT, Superintendent.
Hongkong, 24th April, 1910. [1]

THE BANK LINE, LIMITED.
NOTICE TO CONSIGNEES.
STEAMSHIP "SUVERIO."
FROM TACOMA, VANCOUVER, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
JODWELL & Co., Ltd., Agents.
Hongkong, 19th April, 1910. [8]

NOTICES TO CONSIGNEES

S.S. "CAOHAR."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordon" from Havre ex s.s. "Dordogne" from Bordeaux ex s.s. "Ville Dunkerque" in connection with above Steamer, are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon; whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, 19th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 25th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 27th inst., or they will not be recognized.
All damaged packages will be examined on the 26th inst., at 5 P.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, 19th April, 1910. [2]

FROM EUROPE.

THE H.A.L. Steamship

"SILESIA,"
Captain Salmer, having arrived. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given before To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 5 P.M.
No Fire Insurance will be effected by us in any case whatever.
This Steamer brings Cargo:
Ex s.s. "Eclair" from St. Nazaire.
Ex s.s. "Suzanne" from Bordeaux.
HAMBURG-AMERICA LINE.
Hongkong Office.
Hongkong, 20th April, 1910. [52]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"
having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.
All Claims must reach us before the 1st May, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.
Hongkong, 20th April, 1910. [5]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.
NOTICE TO CONSIGNEES.

THE Steamship

"PEKING,"
having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.
All claims must reach us before the 2nd May, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
MELCHERS & Co., Agents.
Hongkong, 21st April, 1910. [6]

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"BRECONSHIRE,"
having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 30th inst., at 6 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 8th inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 23rd April, 1910. [52]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(Continued from page 6.)

us. I should like to say that, in my humble opinion, it is of vital importance to India banking, for if the Government failed in that task confidence would be destroyed, our profits would be seriously jeopardized, and the tranquillity which pervades the present annual meeting would be rudely disturbed. You have raised the question of the size of the reserve which is to be held to support this currency policy. To my mind less importance attaches to the size of the reserve than to the policy with which it is backed. I would sooner see a reserve of £20,000,000, with a resolute policy, than a reserve of £40,000,000, with such a weak and irresolute policy as we have had in the past. There is just one criticism I would like to pass with regard to the Budget, for although we do not really meet here for criticism of the Indian Budget, you, Sir, have introduced the subject. Sir Guy Fleetwood Wilson has stated that when the reserves in this country and in the paper currency department arrive at the sum of £25,000,000 he will resume the practice of devoting half the profits on coinage to the construction of railways. I am surprised that after the warning the Government of India have had in the last two years they should be eager to resume any such policy or tamper with their gold reserve. Sir Guy Fleetwood Wilson has set before him an ideal in this matter. He says he wishes to have the reserves in a position to enable him to resist the effects of one of the two bad seasons. I wonder, therefore, why he should at the same time retard the attainment of that ideal. I have yet to learn that a railway under construction, or even a complete railway, is a proper asset for a currency system. Just one other word. The Government has come forward with a well-developed and resolute policy. I must express my surprise that they have not gone a step further with it and thrown open their mind to the free coinage of gold. That was recommended by Sir Henry Fowler's Currency Committee of 1889 and it was actually contemplated by the Government in September of that year, when the sovereign was made legal tender in India. Legal and technical difficulties arose, and the step was postponed. They have had ample time in the last ten years to deal with those difficulties and remove them, and it seems to me that India should still be placed in a position less favorable than Australia for coining the output of her own gold mines on the spot. Such a measure, if introduced, would, I think, add stability to the gold standard, and for that reason I hope it will have the support of the directors of this bank.

The Chairman then put the motion to the meeting, and it was carried unanimously. Continuing, he proposed "that a dividend at the rate of 15 per cent. per annum, free of income-tax, for the half-year ended 31st December last, be now declared, payable on and after the 6th proximo."

Mr. Lewis A. Wallace seconded the motion, which was carried unanimously. Resolutions were afterwards passed electing Mr. William Henry Neville Goschen a director and re-electing the Rt. Hon. Lord George Hamilton, G.C.S.I., to his seat at the board. The Chairman then moved: "That the income-tax on the fees of the directors and auditors be paid by the bank, and that this authority be retrospective."

Mr. Ross seconded the resolution, and it was carried unanimously. The Chairman stated that the next resolutions were for increasing the fees of the auditors from £300 to £500 per annum, and for re-electing both the present auditors. As regarded the increase in the auditors' fees, they found that, compared with other kindred institutions, the fees paid by the bank were considerably below the ordinary standard, that Mr. Browne had to employ a good part of his staff from two to three months in auditing the accounts, and that really the fee hitherto paid by the bank had been insufficient to meet this. He added that, of course, Mr. Browne's firm was a firm of chartered accountants.

On the motion of Mr. Ross, seconded by Mr. Smart, a resolution was passed increasing the fees of the auditors from £300 to £500 per annum, to be divided as they might agree; and Mr. G. King afterwards proposed, and Mr. James Halliday seconded, the re-election—which was unanimously approved—of Mr. Magnus Mowat and Mr. William Adolphus Browne, F.C.A., as auditors of the bank.

Mr. Mowat applied on behalf of Mr. Browne and himself, and said that they recently appreciated the action of the shareholders. Mr. G. E. Melchers then proposed a vote of thanks to directors; the managers, and the staff, remarking that they had all discharged their duties very ably. Although, perhaps, the profits of the bank had not been quite so large as in former years, yet the shareholders had every reason to be quite satisfied.

Mr. Halliday seconded the motion, which was carried unanimously. The Chairman then stated that this resolution has been passed, because I regard it as a vote of thanks to the staff, who this time have not been able to participate in a bonus. No staff has worked better than ours. I am here every day for most part of the day, and am thoroughly in touch with the staff at home and with a good many of the staff abroad, and I may say that they thoroughly deserve your thanks. Next year I hope they will be able to thank you for a bonus. (Cheers.) The meeting then separated.

AN ENGINEERING ROMANCE.

One of the world's most interesting engineering romances—if one may with propriety ally these last two words—is brought into prominence by the brief announcement that the French railway from Tonkin to Yunnan is finished, and that, by the end of this month, the whole line from Haiphong to the ancient Chinese city of Yunnan-fu, over 500 miles beyond the mountain ranges, will be open to traffic.

new facilities; and should he himself desire one day to rub shoulders with civilization down on the coast, he will be able to travel with ease and comfort from end to end of the foreign devil's line for less than £1. On some parts of the Indo-Chinese railways he can travel nearly 150 miles for the equivalent of two shillings.

The completion of this railway realizes in part the ambition of a celebrated Frenchman, who, once a printer, 'tis said, in Paris, dropped into the political flower-bed, and blossomed forth in due course as Governor-General of Indo-China. When Paul Doumer, for he it was, went East in 1897, he felt it his mission to put France, politically and commercially, on as good a footing as any of her rivals, notably Great Britain. It did not take him long to see that the best missionaries in his cause would be the railways. A line to penetrate China up to Yunnan, with the possibility of an extension to Szechuan, would probably hit hard the West River traffic to Hongkong. The only other market contending for commercial honours in South-West China was Bangkok; but fears of enterprise from this Lord Curzon, then Viceroy of India, to any scheme involving the spending of money on railways from Burma to Yunnan became known. Since then the balance of world-power has changed; we are not so jealous as formerly of French enterprise, and even if we were to lose somewhat when the new railway reaps its fruits, we shall not hesitate to congratulate the French engineers on their magnificent work, nor fail to wish our neighbours joy and profit of their enterprise. Probably it will be a long time coming, and there are some who doubt whether the commercial possibilities of Yunnan justify the large expenditure on railway construction. Authorities differ on this question; but the weight of opinion seems to be in favour of the ultimate financial success of the enterprise. There are many markets in Yunnan crying out to be quickly fed with European goods; while the mineral and other resources of the province will be developed by the arrival of the railroad.

NO BUDGET. LOSS OF £26,248,155.

After numerous revisions of his Budget—so numerous and protracted to such a late date in the financial year that for the first time the weekly revenue returns have all through appeared without the usual estimates—Mr. Lloyd George, towards the end of October, finally put the revenue for 1909-1910 at £162,840,000, and the expenditure chargeable against revenue at £189,088,155. Actually the revenue collected in the past year, much of which was its outcome of voluntary payments, owing to the good sense and good feeling of the business community, amounted to £131,696,456, while expenditure, after appropriating the whole of the sinking fund, was reduced to £157,944,611. The results are consequently:

Expenditure	£157,944,611
Revenue	131,696,456
Deficit	£26,248,155

Taking the expenditure first, the reduction of four and a half millions has been effected mainly by taking another £2,750,000 from the sinking fund, which had previously been raised to the extent of £5,500,000, and by handing over £300,000 less than had been promised to local taxation accounts.

Owing to the complicated manner in which the estimates of revenue were finally made up, with concessions in some cases and increases in others, and the absence of any full and lucid statement, it is difficult to be sure of the complete accuracy of the following figures. But so far as they can be worked out, the comparison of the actual receipts from the principal sources with the Chancellor's estimates is as under:

	Estimate.	Actual.
Customs	£1,540,000	£1,148,000
Excise	2,460,000	2,618,000
Estate Duties	4,150,000	3,396,000
Stamps	900,000	309,000
Liquor duty	530,000	1,920,000
Income tax	3,200,000	20,655,000
Postal service	200,000	450,000
Telegraph and telephone	160,000	280,000
Crown Lands, Suez Canal and miscel- laneous	640,000	300,000

It will be seen at a glance that all but about half a million of the deficit is due to the non-collection of income-tax and house duty. Customs duties have come in very well, and are only £400,000 short of the estimate. Excise, however, in spite of the subsequent reduction in the estimate and the non-payment of the higher licence duties, shows how utterly at fault the Chancellor was in his calculations. The Post Office and the telephone service, on the other hand, have exceeded anticipations, and the falling-off in miscellaneous receipts is smaller than expected. The revenue returns, in short, carry the Government's condemnation on their face.

Mr. Lloyd George on April 29 stated that he had to find some 16½ millions of fresh revenue. His Budget was regarded by nine-tenths of those with any experience of finance as a masterpiece of the country's credit, and one of the most influential meetings ever held in the City of London passed a unanimous protest against it. Yet when the crisis came and the Budget was referred back to the people, it was the business community who continued voluntarily to pay their taxes. Millions of money from income-tax payments have been and are still lying in the banks waiting to be handed over to the Treasury. But for the sake of a discreditable party maneuver the Government prefer to borrow their own money and charge the country with interest on it. The Prime Minister and the Chancellor know that all income-tax resolutions could have been passed so soon as Parliament reassembled for the offer was solemnly made to them by the Leader of the Opposition. But, in order to produce some semblance of the financial chaos which they cheerfully predicted four or five months ago, they refused to consider the public welfare, and are probably satisfied that the deficit for which they cannot, and will not, escape responsibility, is only twenty-six and a quarter millions.

INCREASE IN EXPENDITURE.

The present financial situation is absolutely without precedent. The financial year has passed without a Budget, and, presumably, the collection of any and every tax has been quite illegal. The promises of economy and retrenchment with which the Government came into office have been thrown to the winds. Instead, the country's expenditure has gone up by leaps and bounds, and whereas the last Unionist Budget reached £140,500,000, the expenditure forecasted for 1910-11 is no less than £171,028,000, which amount would be still higher if it were not understood that the new sinking fund is again to be reduced to the extent of £3,000,000. The Budget of 1909-10 was ten millions bigger than its predecessor, and now we are faced with another ten millions made up

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.
EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before
"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.
BUY IT TO-DAY
From any leading Chemist.
MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

as follows, according to the estimates for the supply services:

	1910-11.	Compared with 1909-19
Army	£27,760,000	+ £325,000
Navy	40,603,700	+ 6,960,000
Civil Services	42,685,446	+ 2,147,874
Revenue	23,382,656	+ 1,031,926
Total Supply	£114,433,802	+ £11,964,806

It is not only the Army and Navy that are running up the expenses. We have already put up to £9,200,000 for old-age pensions, and the increased cost of the Board of Trade and other departments, where fresh posts are being created every day, is becoming a very serious factor. The finances of the country under any circumstances need the most skilled and careful guidance, having regard to the huge increase in the national expenditure, yet our credit is being played with and jeopardized in the most reckless manner, as if, as Mr. George protests, Great Britain were so rich that it could afford to do so. The refusal of the Government to legislate the collection of taxes, which everyone is now aware could have been done in a very short space of time, and the wholly unnecessary charge to which they are putting the country for interest on borrowed money, will go down to history as a national crime. So far, while pretending that the Budget cannot be passed except as a whole, for which there appears no sort of legal authority, they have managed to create a deficit of £26,248,155, after annexing without authority the whole of the sinking fund.—Daily Telegraph.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd. Sole Agents. [467]



MARTIN'S APIOLE AND STEEL PILLS

A French Remedy for all irregularities, thousands of Ladies always keep a box of Martin's Pills in the house, and on the first sign of any irregularity of the system a few of these pills may be used with confidence. These pills are never more than home, and are the only pills that can be taken with absolute safety. All Druggists and Grocers sell them. Write for the World's Best Free Book, MARTIN'S Guide to Health, to the Proprietors, 14, Rue de la Paix, Paris.

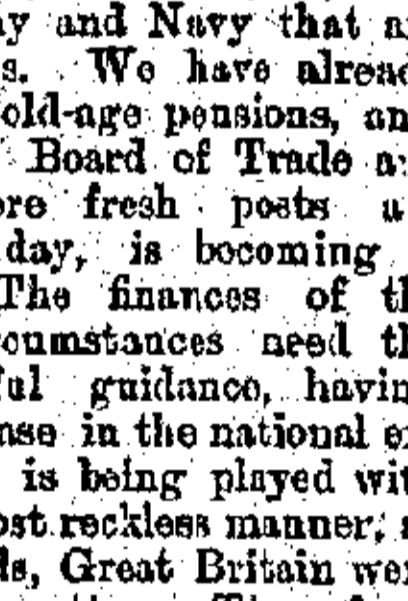


The World's Family Medicine.

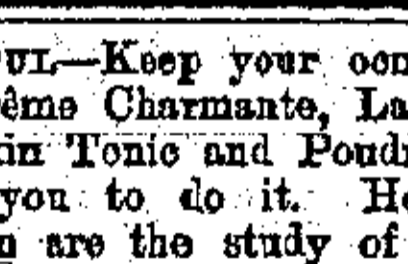
A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain. Thenceforth keep the World's Family Medicine always at hand, and this is universally acknowledged to be

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

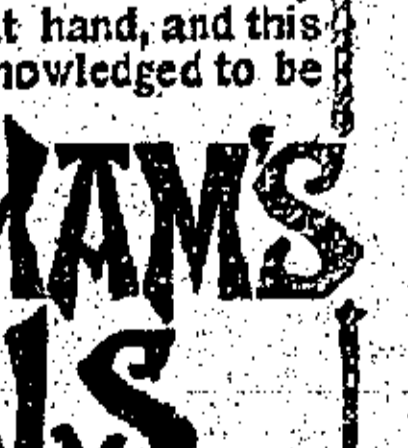


THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF DUNDEE AND HAS BEEN SOLD SINCE 1850.
SCOTCH WHISKY.
SOLE AGENTS IN HONGKONG, CHINA & MANILLA:
A. S. WATSON & Co., Ltd.
355



MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAKAZURA, SAYO, SHINWEY and KAMIYAMADA, Collieries.
SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.
HEAD OFFICE: MARUNOUCHI, TOKYO.
BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.
Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.
AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & Co. MANILA: Messrs. MACDONALD & Co.
For Particulars apply to H. OISHI, Manager, No. 2, Pader Street, Hongkong. Hongkong, 9th January, 1909. [66]

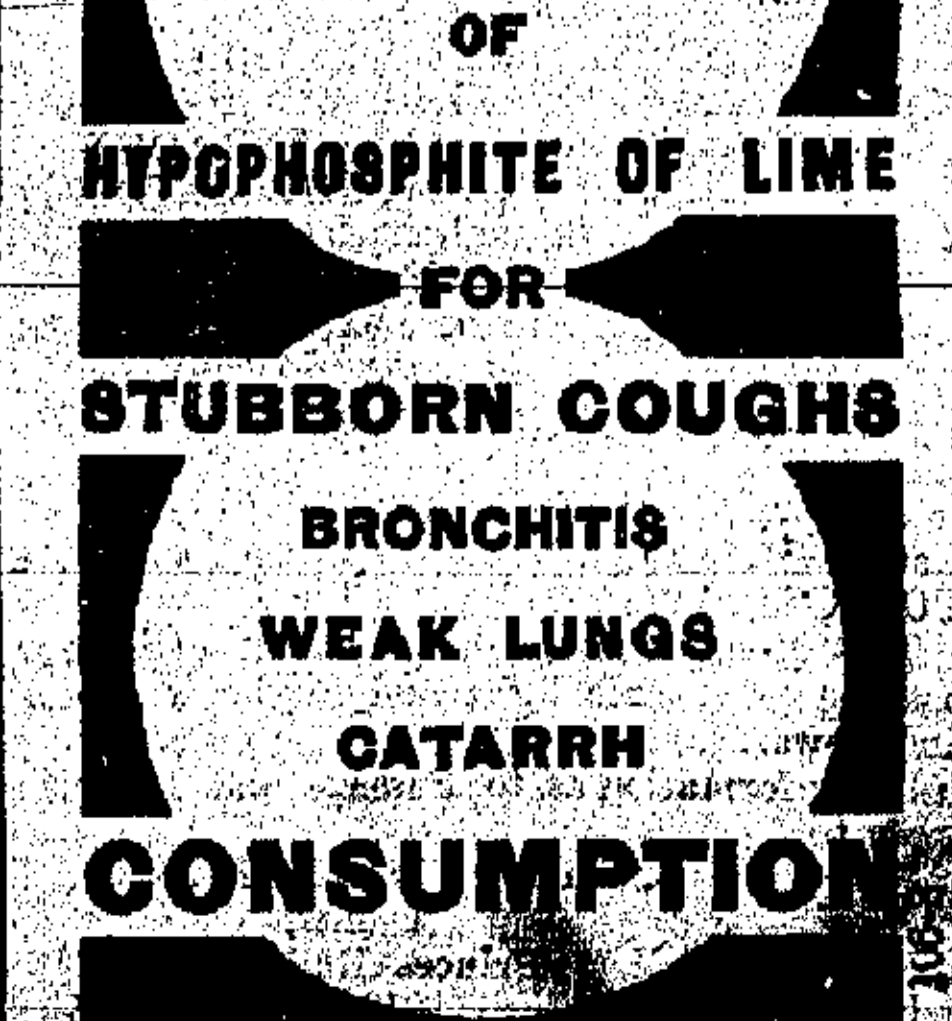


BEECHAM'S PILLS

A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will speedily be restored. They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action. Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.



GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME FOR STUBBORN COUGHS BRONCHITIS WEAK LUNGS CATARRH CONSUMPTION



SHIPPING.

ARRIVALS.

ATHOLL, British str., 3,031, I. L. Szaby, 25th April—Glasgow, Liverpool and Singapore.
 AUSTRALIAN, French str., 3,543, Monton, 25th April—Marseilles 27th March, Mail and General—Messageries Maritimes.
 BINGO MARU, Japanese str., 3,373, S. J. G. Parsons, 25th April—Bombay 10th April, General—Nippon Yusen Kaisha.
 CHENAN, British str., 1,350, Lloyd Jones, 24th April—Shanghai 21st April, General—Butterfield & Swire.
 CHOSUEN MARU, Japanese str., 1,808, T. Suruga, 25th April—Shanghai and Swatow 24th April, General—Osaka Shosen Kaisha.
 DECELE, French gunboat, 650, Faltre, 25th April—Kwang-chow-wan.
 JACOB DIERCKHOF, German str., 630, A. Hansen, 24th April—Hollow and Hallow 23rd April, General—Jensen & Co.
 KYANAN, Japanese str., 8,512, F. E. Cope, 25th April—Japan via Shanghai 22nd April, General—Nippon Yusen Kaisha.
 LAISANG, British str., 3,460, E. J. Tadd, 25th April—Calcutta and Singapore 19th April, General—Jardine, Matheson & Co.
 LOONGSANG, British str., 1,092, F. Wheeler, 25th April—Manila 22nd April, General—Jardine, Matheson & Co.
 MARIAN, French str., 2,959, Doris, 25th April—Antwerp 1st March, General—Messageries Maritimes.
 MINNESOTA, American str., 13,323, Garlick, 24th April—Seattle 22nd March and Manila 22nd April, General—Nippon Yusen Kaisha.
 NORD, British str., 1,109, Paymer, 24th April—Singapore 17th April, General—Geo. McEwan.
 OCEANIAN, French str., 4,260, H. Seller, 25th April—Yokohama 15th April, Silk and General—Messageries Maritimes.
 RIVER CLYDE, British str., 2,500, Chas. Pomphrey, 24th April—Cardiff 11th March, Fuel—Navy Yard.
 RUI, British str., 1,619, A. Fraser, 11th April—Manila 25th April, General—Shewan, Tomes & Co.
 SENGKANG, British str., 987, H. A. Harde, 25th April—Hollu 21st April, Sugar Wood and Sugar—Butterfield & Swire.
 TAIJON MARU, Japanese str., 2,262, Y. Yamashita, 24th April—Milko 19th April, Coal—Mitsui Bussan Kaisha.
 VICTORIA, Swedish str., 999, Thor Eckert, 24th April—Haiphong and Hallow 23rd April, General—Waller & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 25th April.
 Glenlogan, British str., for Shanghai.
 Heaton, British str., for Swatow.
 Tinsan, German str., for Hallow.

DEPARTURES.

25th April.
 AUSTRALIAN, French str., for Shanghai.
 CHUYEN, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. *Laizang* reports: Light variable winds clear weather.
 The British str. *Sungkang* reports: Fine weather, fog approaching Hongkong.

VESSELS IN DOCK.

April 25th.
 Kowloon Dock—H.M.S. *Fame*, H.M.S. *Sandpiper*, *Nanung*, *Minnesota*, *Amigo*, *Heracles*, *Haidia*, *Peiho*.

VESSELS PASSED ANJER.

April 1, British str. *Islander*, Deans, March 29, from Singapore for Christmas Island.
 April 1, French str. *Ville de Rouen*, from Port Natal for Hallow.
 April 3, British str. *Harlow*, from Rio Janeiro for Hallow.
 April 5, British str. *Arrow*, MacIvor, Dec. 16, from New York for Whangpoo.
 April 7, British str. *Clan Macdonald*, from Port Natal for Cebu.
 April 9, Norwegian str. *Heimdal*, from East for Westward.
 April 9, British str. *Tottenham*, from East for Westward.
 April 11, British str. *Oopuck*, Woodget, April 11, from Batavia for Amsterdam.
 April 12, German str. *Elbing*, Leubarth, from Hamburg for Batavia.
 April 14, Dutch str. *Ternate*, Gantvort, March 5, from Rotterdam for Batavia.

VESSELS ON THE BERTH.

THE AMERICAN AND ORIENTAL LINE.
 FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC,"
 will be despatched for the above Port TO-DAY, the 26th April, 1910.
 For Freight apply to
 ARNOLD, KARBURG & Co.,
 General Agents.
 Hongkong, 15th April, 1910. [409]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUETZ AND PORT SAID.
 (Taking Cargo at through rates to the BRASIL,
 to SOUTH AFRICA, PERSIAN GULF,
 RED SEA, BLACK SEA, LEVANT,
 VERDE, and AFRICA Ports.)
 THE Company's Steamship

"AUSTRIA,"
 Captain Raich, will be despatched as above
 TO-MORROW, the 27th April, P.M.
 This steamer has splendid accommodation for
 passengers, electric light and carries a doctor
 and stewards.
 For information as to Passage and Freight,
 apply to
 SANDEL, WIELER & Co.,
 Agents,
 Prince's Buildings,
 Hongkong, 26th April, 1910. [5]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPART.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 5th May, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FEED. LARSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 28th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 30th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ALBISIA	Ger. str.	k. w.	Girtenbrun	HAMBURG-AMERICA LINE	On 7th May.
HAYRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Salmer	HAMBURG-AMERICA LINE	On 10th May.
HAYRE & HAMBURG VIA STRAITS, &c.	TRAFALGAR	Dan. str.	—	Seller	MELCHERS & Co.	End of May.
COPENHAGEN & BALTIC PORTS	OCEANIAN	Freem. str.	—	Deinart	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL.	AMERICA	Ger. ser.	k. w.	F. E. Cope	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KITANO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th May, at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th May, at D'light.
MARSEILLES, COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	E. W. Cookburn, R.N.E.	MELCHERS & Co.	Beginning of May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PALMA	Brit. str.	—	B. Wilhelm	P. & O. S. N. Co.	About 28th inst.
GENOA, MARSEILLES, LONDON & ANTWERP	GOEBEN	Ger. str.	—	Kaiser	MELCHERS & Co.	On 4th May, at Noon.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	AUSTRIA	Aus. str.	—	—	SANDEL, WIELER & Co.	To-morrow, P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	INVERIC	Am. str.	—	—	ARNOLD, KARBURG & Co.	To-day.
NEW YORK	EROLL	Brit. str.	—	—	DODWELL & Co., Ltd.	On 3rd May.
NEW YORK & BOSTON	ARAGONIA	Ger. str.	k. w.	Meyer	HAMBURG-AMERICA LINE	On 19th May.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	RIVER CLYDE	Brit. str.	—	J. Kerr	DODWELL & Co., Ltd.	On 5th May.
VANCOUVER (DIRECT)	RIVER CLYDE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 5th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th May, at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th May, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 24th May, at Noon.
TACOMA VIA KEELUNG & JAPAN	CHIMO MARU	Jap. str.	—	I. Goto	NIPPON YUSEN KAISHA	On 18th May, at Noon.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	UTO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	TOYO KISEN KAISHA	On 13th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Isacke	NIPPON YUSEN KAISHA	About 21st May.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	MELCHERS & Co.	On 28th May, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 10th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 11th May, at Noon.
NAGASAKI, KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Isacke	MELCHERS & Co.	About 2nd May.
YOKOHAMA AND KOBE	KAMO MARU	Jap. str.	—	F. L. Soumerai	NIPPON YUSEN KAISHA	On 12th May, at Noon.
KOBE & YOKOHAMA	TUIMAKI	Dut. str.	—	Bonman	JAYA-CHINA-JAPAN LLOYD	Quick despatch.
JAPAN	KUEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	BINGO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, MOJI & KOBE	CHOYANG	Jap. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI	CHOSHUN MARU	Brit. str.	1 m.	T. Surtage	OSAKA SHOSHEN KAISHA	On 28th inst., at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHERAN	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	P. & O. S. N. Co.
SHANGHAI	DELFE	Dan. str.	—	Sidford	MELCHERS & Co.	On 1st May, at D'light.
SHANGHAI YOKOHAMA & KOBE	SEZECUS	Brit. str.	1 m.	F. Prosch	BUTTERFIELD & SWIRE	About 4th May.
SHANGHAI	DRERFLINGER	Ger. str.	—	Ecklers	BUTTERFIELD & SWIRE	On 5th May, at 4 P.M.
SHANGHAI NAGASAKI, KOBE & YOKOHAMA	ANHU	Brit. str.	1 m.	A. Harris	HAMBURG-AMERICA LINE	On 6th May.
SHANGHAI	SENGGAMMA	Ger. str.	k. w.	Laodella	BUTTERFIELD & SWIRE	On 8th May, at D'light.
SHANGHAI KOBE & YOKOHAMA	CHIRUVA	Brit. str.	1 m.	Bradley	MESSAGERIES MARITIMES	On 9th May, P.M.
SHANGHAI	TOUBANE	Freem. str.	—	Salmer	JARDINE, MATHESON & Co., Ltd.	On 17th May, inst.
SHANGHAI KOBE & YOKOHAMA	KUTANG	Brit. str.	—	H. Koope	HAMBURG-AMERICA LINE	On 10th May.
SHANGHAI	SUEVIA	Ger. str.	k. w.	K. Muto	JAYA-CHINA-JAPAN LLOYD	On 28th inst., at 5 P.M.
SHANGHAI KOBE & YOKOHAMA	TAIKINI	Dut. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 28th inst., at 5 P.M.
SHANGHAI	SHINCHIKU MARU	Jap. str.	—	T. Katsuriki	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	SOSHU MARU	Jap. str.	—	J. S. Busch	OSAKA SHOSHEN KAISHA	On 1st May, at 10 A.M.
SWATOW, AMOY & FOCHOW	DAIYUN MARU	Brit. str.	2 h.	Evans	DUGLAS LAFRAIK & Co.	To-day, at 10 A.M.
SWATOW	HAIXANG	Brit. str.	2 h.	Hodgins	DUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	TEAN	Brit. str.	1 m.	A. W. Outerbridge	DUGLAS LAFRAIK & Co.	On 29th inst., at 10 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	RUBI	Brit. str.	—	A. Harris	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	Pennofather	SEWAN, TOMES & Co.	On 30th inst., at 1 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 3rd May, at 3 P.M.
MANILA	ZAPIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 6th May, at 3 P.M.
MANILA	KAITONG	Ger. str.	1 m.	Mathias	SEWAN, TOMES & Co.	On 7th May, at Noon.
MANILA	BORNEO	Jap. str.	—	F. Semblil	BUTTERFIELD & SWIRE	To-day, at Noon.
KUDAT & LANDAKAN	CERYLON MARU	Brit. str.	—	F. Fred. Pyno	MELCHERS & Co.	On 29th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	FOONGSANG	Brit. str.	—	E. J. Tadd	NIPPON YUSEN KAISHA	On 3rd May.
SINGAPORE, PENANG & CALCUTTA	LAIKANG	Brit. str.	—	Zwart	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	TJITLATAP	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd May, at Noon.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	Noon, 28th April	Freight only.
GENOA, MARSEILLES, LON- DON, and ANTWERP	Capt. G. W. Gordon, R.N.R.	April	
LONDON via USUAL PORTS	DELTA	Noon, 30th April	See Special of Call
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	Capt. B. W. H. Snow	April	Advertisement.
	SARDINIA	Noon, 5th May	Freight and Passage.
	Capt. C. C. Talbot, R.N.R.	May	

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 26th April, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU & ILOILO	"KAIFONG"	On 26th April, Noon.
MANILA	"TEAN"	On 26th April, 3 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	"KUEICHO"	On 27th April, 4 P.M.
SHANGHAI	"CHENAN"	On 28th April, 4 P.M.
SHANGHAI	"SZECHUEN"	On 1st May, D'light
MANILA	"TAMING"	On 3rd May, 3 P.M.
SHANGHAI	"ANHUI"	On 5th May, 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 28th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

PAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. Telephone 36. For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS. 10
Hongkong, 26th April, 1910

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	End of April.
MARSEILLES, COPENHAGEN and BALTIC PORTS	"CATHAY"	Beginning of May.
COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	End of May.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS. 6
Hongkong, 15th April, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYANG"	Wednesday, 27th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 27th April, Noon.
MANILA	"LOONGSANG"	Friday, 29th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd May, Noon.
MANILA	"YUENSANG"	Friday, 6th May, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, S.S. Ex. 4.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
GENERAL MANAGER 14
Hongkong, 26th April, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 26th April, at 10 A.M.
"HAIMUN"	SWATOW	WED'DAY, 27th April, at 10 A.M.
"HAITANG"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 29th April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th April, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA (CHUZ (MEXICO)).

STEAMERS	TONS	SAILING DATES.
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	" June 25th, at Noon.
S.S. KITO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cope, IYO MARU Capt. R. Takada, HIRANO MARU Capt. H. Eraser,	9,000 7,000 9,000	WED'DAY, 27th April, at Daylight. WED'DAY, 11th May, at Daylight. WED'DAY, 25th May, at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hjordahl,	7,000	8.15 TUESDAY, 21st May, from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	INABA MARU Capt. K. Kawara, TAMBA MARU Capt. K. Sato,	7,000 7,000	TUESDAY, 26th April, at Noon. TUESDAY, 24th May, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Tagi, KUMANO MARU Capt. M. Winkler,	6,000 6,050	FRIDAY, 13th May, at Noon. FRIDAY, 10th June, at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons,	7,000	TUESDAY, 26th April.
BOMBAY via SINGAPORE and COLOMBO	CHYRON MARU Capt. Fred. Pyne,	6,000	TUESDAY, 3rd May.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 11th May, at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer,	9,000	THURSDAY, 12th May, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
MANAGER. [13-512]

Hongkong, 16th April, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

AMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 30th April, Noon
ZAFIRO	2540	R. Rodger	Manila	On 7th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers. [12]
Hongkong, 25th April, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM & HAMBURG:
S.S. SENEGAMBIA ... 6th May.	S.S. C. FERD. LABIESZ 28th April.
S.S. SUEVIA ... 18th May.	FOR MARSEILLES, ROTTERDAM & HAMBURG:
	S.S. AMBRIA ... 28th April.
	FOR HAVRE & HAMBURG:
	S.S. ALBESIA ... 7th May.
	FOR HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 10th May.
	FOR NEW YORK AND BOSTON.
	S.S. ARAGONIA ... 19th May.
	FOR HAVRE & HAMBURG:
	S.S. SILEZIA ... 21st May.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 20th April, 1910.

Hongkong Office.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto, "TACOMA MARU" Capt. H. Yamamoto	6,182 6,178	WED'DAY, 18th May, at Noon. WED'DAY, 15th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WED'DAY, 27th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 28th April, at 8 A.M.
TAKAO (DIRECT)	"SHINCHIKU MARU" Capt. K. Muto	THURSDAY, 28th April, at 5 P.M.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 1st May, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class
Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION OF 1910.Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office.
14, WATER STREET
YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
Captain B. W. H. Snow, carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the 30th
April, 1910, at Noon, taking passengers and
Cargo for the above ports in connection
with the Company's s.s. "MOREA," 10,890
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables, all cargo for France and
the for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "Exeter," due
in London on the 10th June, 1910.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent. [1]

Hongkong, 16th April, 1910.

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALACCA
COAST).

PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.
"FERROL" ... On 3rd May.
"SUBUGA" ... About 31st May.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.

Hongkong, 26th April, 1910. [453]

LABUAN COAL.

NOTICE—THIS COAL can only be
obtained from THE LABUAN COAL
FIELDS CO., LD., who are prepared to Supply
FRESH COAL straight from the Mines
Steamers load at the Wharves. Quick despatch
Telegrams: "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [233]

Cutler, Palmer & Co.'s



SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.

ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS AND STRINGS.

GEBRÜDER SCHUSTER, MARKNEUKIRCHEN 76.

For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Delhi, with the English mail of the 1st inst., left Singapore on Saturday, the 23rd inst. at 10 a.m., and may be expected here to-morrow, at 5 p.m. The parcel mails closed in London for despatch by the all sea route on the 23rd, March and for despatch overland on the 30th March.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haitan	Tuesday, 26th, 9.00 A.M.
Cebu and Iloilo	Katong	Tuesday, 26th, 10.00 A.M.
Swatow and Bangkok	Keongwai	Tuesday, 26th, 10.00 A.M.
Shanghai, Nippon, Yokohama, Shimoda, Yokohama, Victoria and Seattle	Inaba Maru	Tuesday, 26th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		
Europe, &c., India via Taticoria (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Oceanien	Tuesday, 26th, 10.00 A.M.
		Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
		Region, Kowloon 10 A.M. No late fee.
		Letters 11.00 A.M.
Bangkok	Korat	Tuesday, 26th, 1.00 P.M.
Macao	Sui Tai	Tuesday, 26th, 1.15 P.M.
Singapore	Inverte	Tuesday, 26th, 2.00 P.M.
Manila	Tan	Tuesday, 26th, 2.00 P.M.
Shanghai	Keefoo	Tuesday, 26th, 3.00 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Kueichon	Tuesday, 26th, 3.00 P.M.
Shanghai	Atholl	Tuesday, 26th, 5.00 P.M.
Hankow and Tientsin	Amigo	Tuesday, 26th, 5.00 P.M.
Heiphong	Michael Jeeben	Tuesday, 26th, 5.00 P.M.
Singapore, Penang and Colombo	Kitano Maru	Tuesday, 26th, 5.00 P.M.
Swatow	Laimun	Wednesday, 27th, 9.00 A.M.
Swatow, Amoy and Anping	Soslu Maru	Wednesday, 27th, 9.00 A.M.
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Coroneil		Wednesday, 27th, 11.00 A.M.
Moji, Kobe, Yokohama and Portland	Hercules	Wednesday, 27th, 11.00 A.M.
Shanghai	Choyang	Wednesday, 27th, 11.00 A.M.
Singapore, Penang and Calcutta	Fookang	Wednesday, 27th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 27th, 1.15 P.M.
Singapore, Penang, Colombo and Bombay	Austria	Wednesday, 27th, 2.00 P.M.
Kobe	Chingyue	Wednesday, 27th, 4.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Wednesday, 27th, 5.00 P.M.
SHANGHAI	Delhi	Thursday, 28th, 11.00 A.M.
Macao	Sui Tai	Thursday, 28th, 1.15 P.M.
Shanghai	Chenon	Thursday, 28th, 3.00 P.M.
Takao	Shinshiku Maru	Thursday, 28th, 4.00 P.M.

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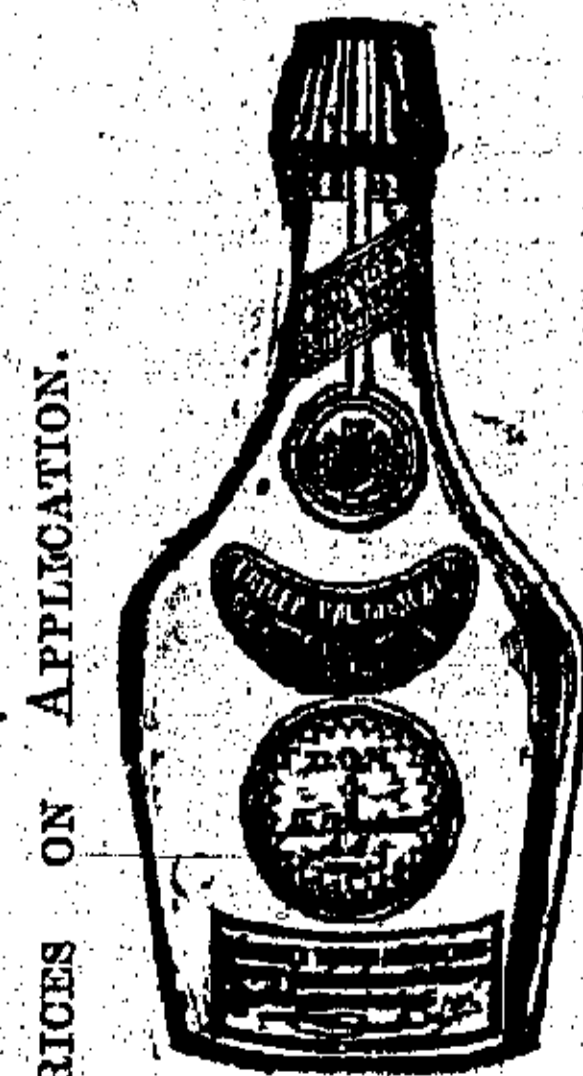
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HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80 PER 100
FROM ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, APRIL 25TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$985, sellers
National Bank of China, Limited	99,925	27	26	\$291.15, buyers
Bel's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$12, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON SPINNERS.—				
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 137, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 61, buyers
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70, buyers
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 500, buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$16, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$8 1/2	\$8 1/2	\$9, sellers
New Amoy Dock Co., Limited	10,000	\$8 1/2	\$8 1/2	\$9, buyers
Shanghai Dock and Engineering Co., Ltd.	52,700	Tls. 100	Tls. 100	Tls. 124, sales
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 124, sales
Lawick & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$107, buyers
Hongkong Hotel Company, Limited	12,000	\$50 1/2	\$50 1/2	\$83, buyers
Hongkong Ice Company, Limited	5,000	\$25	all	\$160, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$170, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$111, buyers
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$87, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$340, buyers
North-China Insurance Co., Limited	10,000	\$25	\$25	\$11, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$850, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$9, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$23, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.—				
Boulton & Franchises des Carrières de Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	£1	18/10	\$34, buyers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$15, sal. & buy.
Philippine Co., Limited	50,000	\$10	\$10	\$160, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$175, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$29, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$80, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$4, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$30, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$10, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	75, £6.10
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	91, buyers
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$26, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$14, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers
STROBES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$10, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	5,000	\$10	\$4	\$12, sellers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$300, buyers
Union Waterboard Co., Limited	100 shares	\$10	\$10	\$9, sellers
RUBBERS.—				
Singapore and Johore	—	—	—	\$30 (Str.)
Bagrowies	—	—	—	\$26 (Sta.)
Pegohs	—	—	—	\$63 (Sta.)
Allangrs	—	—	—	9-
Anglo-Malays	—	—	—	115/-
Castelfields, fully pai	—	—	—	289/-
Consolidated Malayad	—	—	—	190/-
Damansaras	—	—	—	182/6
Highlands and Lowi	—	—	—	11/6 prem.
Kanunings	—	—	—	265/-
Kuala Lumpur	—	—	—	115/-
Lodbury's	—	—	—	67/6
Linggis	—	—	—	40/-
Sapangs	—	—	—	92/6
Shalfords	—	—	—	25/-
Sungei-Kapars	—	—	—	155/-
United Sardsangs	—	—	—	100/-
Brick Kajangs	—	—	—	45/- prem.
Eastern and Internal	—	—	—	10/6
London Ventures	—	—	—	18/-
Sumatra Parus	—	—	—	8/6
Merleins	—	—	—	120/-
Batu Tings	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 1250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers

TO-DAY.
9 p.m.—Bandmann No. 1 Opera Co., at Theatre Royal—"Our Miss Gibbs."

FORTHCOMING EVENTS.

Wednesday, 27th April—Bandmann No. 1 Opera Co., at Theatre Royal—"Our Miss Gibbs."

Friday, 29th April—H.E. the Governor at Home.

Saturday, 30th April—Departure of H.E. the Governor.

Saturday, 30th April—Twenty-First Ordinary General Meeting of The Hongkong Electric Co., Ltd., Noon.

Saturday, 30th April—Second Annual Dinner of Kowloon Cricket Club, at Hongkong Hotel.

Saturday, 30th April—Annual Library Concert at City Hall, 9.15 p.m.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	April 25th.
ON LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/10
Documentary Bills 4 months' sight/100	1/10 1/2
ON PARIS—	
Bank Bills, on demand	225 1/2
Credits, at 4 months' sight	225 1/2
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	45
ON HONGKONG—	
Telegraphic Transfer	133 1/2
Bank, on demand	134 1/2
ON CALCUTTA—	
Telegraphic Transfer	133 1/2
Bank, on demand	134 1/2
ON SHANGHAI—	
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA—	
On demand	88
ON MANILA—	
On demand—Poses	88 1/2
ON SINGAPORE—	
On demand	76 1/2
ON HATYONG—	
On demand	107 1/2
ON SAIGON—	
On demand	63 1/2
ON HONGKONG—	
On demand	85 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tola	\$65.20
SILVER, per oz.	23 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	20 " "
Hongkong	10 " "

OPTUM.

	April 19th.
Quotations are:—	
Malwa New	42,750/2,780 per picul.
Malwa Old	42,750/2,500
Malwa Older	42,750/2,500
Malwa Y. Old	42,750/2,500
Persian fine quality	\$1,500/1,600
Persian extra fine	\$2,600/2,700
Patna New	\$2,800 per chest.
Patna Old	—
Benares New	\$2,850
Benares Old	—

VESSELS EXPECTED.

	THE ENGLISH MAIL.
The P. & O. str. Delhi left Singapore for this port on the 23rd inst., at 10 a.m., with the outward English Mails, and is due here to-morrow at 5 p.m.	
	THE AUSTRALIAN MAIL.
The B. & A. str. Empire left Sydney on the 13th inst., via Queensland Port, Port Darwin, Timor and Manila.	
The I.G.M. str. Prinz Waldemar left Yap on the 24th inst., at 9 a.m., and may be expected here on or about the 2nd prox.	
	THE CANADIAN MAIL.
The C.P.E. str. Empress of India arrived at Nagasaki at 3 p.m. on the 24th inst., and left again at 2 p.m. same day for Shanghai, where she is due to arrive at 3 a.m. on the 26th inst.	
The C.P.E. str. Montevideo left Vancouver for Hongkong via usual ports of call on Wednesday the 13th inst. a.m.	
	MERCHANT STEAMERS.
The str. Ben Nevis from Bombay is due here to-day.	
The Austrian Lloyd's str. Austria left Shanghai for this port on the 22nd inst. a.m., and is due here to-day a.m.	
The Bank Line Ltd's str. Oceano left Victoria, B.C., on the 9th inst. for Hongkong via Japan ports.	
The Ben Line str. Benmore from Antwerp and London left Singapore on 22nd inst. for this port.	
The O.S.K. str. Chicago Maru from Tacoma, left Yokohama for this port via Kobe, Moji and Manila on the 23rd inst., and is expected to arrive here on or about the 10th prox.	

HONGKONG METEOROLOGICAL REGISTER.

—Hongkong Observatory, April 25th

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	29.83	29.95	29.86
Temperature	70	78	78
Humidity	80	84	80
Wind Dirac	E	E-SE	E
" Force	2	1	2
Weather	c	c	b
Rain	0	0	0

Highest open air Temperature on 24th inst. 78°

Lowest open air Temperature on 24th inst. 70°

MUNZER & FILS, BORDEAUX.

CLARETS AND COGNACS.

FOR AGENCY APPLY TO

HUGO C. A. FROMM, HAMBURG.

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